

# Links to policy and other documents

The Bristol Transport Development Management Guide (TDMG) forms one part of a suite of documents which developers are required to be familiar with.

The TDMG is written in conjunction with and in acknowledgement of the [West of England Joint Local Transport Plan](#) (JLTP) the [Bristol Transport Strategy](#) (BTS), the [Bristol Core Strategy](#) and [Site Allocations and Development Management Policies](#) documents, as well as the [City Centre Framework](#), the [Temple Quarter Spatial Framework](#) and the [Urban Living Supplementary Planning Document](#) (ULSPD). The TDMG serves as local guidance for those submitting pre-planning application enquiries, planning applications and subsequent detailed highway designs required as part of new developments.

At a local policy level, the TDMG brings forward and puts into context how development can best meet the following key specific policy criteria:

- **Joint Local Transport Plan (JLTP):**  
Sections 5, 8 and 9: *Improving Connectivity, Local Connectivity and Neighbourhood Connectivity*
- **Bristol City Council Bristol Transport Strategy:**  
Outcome #9: *New developments – prioritising sustainable travel and addressing impacts*
- **Bristol City Council Core Strategy:**  
Policy BCS10: *Transport and Access Improvements*  
Policy BCS11: *Infrastructure and Developer Contributions*  
Policy BCS21: *Quality Urban Design*
- **Bristol City Council Site Allocations and Development Management Policies:**  
Policy DM23 – *Transport Development Management*  
Policy DM24 – *Transport Schemes*  
Policy DM27 – *Layout and Form*



In relation to Central Government's approach to meeting the requirements of sustainable development, the [National Planning Policy Framework, 2019 version](#) makes clear how the planning system needs to ensure our actions do not worsen conditions for future generations through the delivery of positive growth. The TDMG seeks to acknowledge and put into practice the need to facilitate sustainable development and promote healthy communities (chapter 8) whilst encouraging solutions that reduce congestion and support reductions in emissions through delivering development in the correct locations (para. 103).

In addition to the above and in line with the NPPF, the TDMG requires that where appropriate, collaboration is made with and between neighbouring authorities (para. 31) whilst requiring developments that generate significant impacts to produce Transport Statements, Transport Assessments and Travel Plans (para. 111).

Where it is considered that any of the above criteria have not been prioritised or highway safety will be compromised were the development to go ahead in its current format, TDM is unlikely to support development proposals that do not fulfil the requirements set out at national and local level.

Other documents that have been crucial to the formulation of the TDMG are referenced within and include: [Transport for New Homes \(FIT, 2018\)](#), which evidenced through case studies how the current planning system has not always maximised sustainable transport opportunities, and [A Housing Design Audit for England \(Place Alliance, 2020\)](#) which similarly assessed and critiqued numerous new developments, making some key recommendations for all involved in the planning process. A further resource which has proved valuable is the [Routledge Handbook of Planning for Health and Wellbeing](#) (Barton et al, 2015) – a collection of research findings and recommendations which aims to firmly integrate the issue of health into planning policy and practice.

Turning to more technical matters, the TDMG has been updated during its development to incorporate and make reference to requirements as set out in a number of recently published documents including Central Government's [National Design Guide](#) (MHC& LG, 2019); [Buses in Urban Developments](#) (CIHT, 2018); [LTN 1/20 Cycle Infrastructure Design](#) (DfT, 2020) and the [Local Cycling and Walking Infrastructure Plan](#) (LCWIP, WoE authorities, 2020). In relation to process, it has been necessary to understand and review best practice following input from our Legal department and recent advice including [A Practical Guide to Planning, Highways and Development](#) (Graham, 2019).

